

Part 2—8 Pages

WASHINGTON, D. C., SUNDAY MORNING, JULY 4, 1915.



BY HOWARD S. FISK.
A FEATURE in local motoring circles will be the run which is scheduled to take place from the National Capital to Philadelphia Thursday, July 8, and continuing over a period of five days. The start is to be made from The Star building the morning of July 8, under the direction of George D. Proulx, a well known motorist of the Quaker city, and will mark an epoch in automobile history in this section of the country.

The motor caravan will be composed of Washington motorists, who will visit and inspect the new motor speedway which is being constructed sixteen miles from Philadelphia. Those behind the project hope to have it completed in the near future, and as 1,200 automobile enthusiasts have already subscribed to it, besides the financial support it has already received, is not only evidence of the need of such a speedway, but of the faith that automobilists have in the success it will meet with.

It is to be located in Bucks county and bounded on one side by Old York road, with its trolley facilities, and by the tracks of the Philadelphia and Reading railway, with its frequent train service, on the other. Therefore it will be easy of access, and motor meets already being planned for it are sure to draw immense crowds. Approximately \$112,000 is being invested in the land on which the speedway will be constructed, two miles of good solid earth on which a track of brick and concrete will be built. A constructed motor run will be given under the auspices of the Philadelphia Motor Speedway Association, which is back of the project, in order that its members may have an opportunity of seeing for themselves what has already been accomplished toward establishing a track which will be infinitely superior to the famous one at Indianapolis and will be the center of a radius possessing a population of 12,000,000 persons.

Latest advances indicate that the Packard awards at the Panama-Pacific international exposition are much more significant than was indicated by the first announcement.

The grand prize, which was given to no other automobile company, was awarded by the superior jury for quality of material and workmanship, ingenuity and skill in design and construction, the magnitude of the business represented and the length of time the exhibitor has been engaged in manufacturing.

In addition to the grand prize, the Packard was awarded the first of the three medals of honor. Other exhibitors were the recipients of fifteen gold medals, thirteen silver medals, nine bronze medals and two certificates of honorable mention. The awarding of one of the fifteen gold medals to such a famous name as the Rolls-Royce of English manufacture is illustrative of the substantial character of the competition.

The Chalmers Motor Company has announced the appointment of H. W. Miller, formerly of the Studebaker, Maxwell and Locomotive, to the office of assistant to the sales manager, and the promotion of C. Snyder to the position of superintendent of manufacturing.

Road improvement west of the Mississippi is to receive an impetus from sources not heretofore realized. This information is the result of recent experience in the touring bureaus of the American Automobile Association at its Washington and New York headquarters.

These clearing houses of automobile route data and information are now the ports of call of automobile tourists, the first of a long series of relay stations, where it will be taken up by a team of Henderson riders and carried to Philadelphia. From that city to New York the message will be carried by a team of three riders mounted on Merkel motor cycles. From New York to Poughkeepsie the message will be carried by a team of Excelsior riders. The message will be carried across the continent in relays of approximately 100 miles each, and will be delivered into the hands of the president of the Panama-Pacific exposition. Chairman John L. Donovan of the F. A. M. competition committee, who has charge of the relay, has estimated that the message will reach its destination within 160 hours after leaving Washington.

Rehearsal Set for July 11.
In order that the riders all along the route may be familiar with the roads over which the message will be carried,

AUTOMOBILES
GABRIEL SNUBBERS
Keep you on the road
IRVIN T. DONOHUE
14th and I Sts. N.W.

DETROIT
EMERSON & ORME
1407 H Street. Phone Main 7685.

Oldsmobile & Oakland
Waverly Electric
Pollock Car Corporation
Tel. M. 7837-4. 1618 Conn. Ave.

Packard
The Luttrell Co.
Service Station, 1214 N. H. Ave. N.W.

UNION GARAGE
C. St. Rd. 8th and 10th Sts. N.W.
"Any Service, Any Place, Any Minute."
C. WALTER HOOVER, MGR.
Tel. Main 8584.

Maxwell "25"
H. B. LEAHY, JR., Agent.
Tel. N. 4434. 1221-23 14th St. N.W.

CYLINDER CADILLAC
BAKER ELECTRICS
THE COOK & STODDARD CO.
1138-40 Conn. Ave. Phone N. 7810.

King Eight, \$1,350.
Pullman, \$740.
W. F. BARNHART & CO.
Tel. North 195. 1707-9 14th St. N.W.

excellent dragged roads, never fail to speak with no uncertain praise of the quality of touring that the eastern roads afford.
To quote one only shows the viewpoint of the many and illustrates the sentiment which will bring about the hard road surface in their sections. A prominent banker from Kansas City during his call at the touring bureau headquarters stated he had toured across New York state, through the Adirondacks, into Vermont and the White mountains, then to Maine and along the east coast to Boston and the shore line to New York. From there he drove along the coast roads of New

Chairman Donovan has ordered a complete rehearsal to be held July 11. No attempt to establish speed records will be made at this time, but in transporting the message the riders will be expected to make the best possible time between exchange points. Officials of the Federation of American Motor Cyclists all along the route to be covered by the message-bearers are making strong efforts to obtain a suspension of the speed laws in order that the relay riders may not be interfered with by speed traps.

The relay allotted to the Washington team, from this city to Baltimore, is July 1 of this year, inflicted for participation in the unsanctioned meet at York, Pa. In July, 1914, was also extended to January 1, 1917.

Ineligibles Now.
None of the other drivers participating in this meeting were ever previously registered with the contest board and they have been placed on the ineligible list, as follows: Roy Heiser, Ernest Moulson, Harry Pyle, A. White, W. M. Thorne and Ammond Smith.

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Applications for reinstatement to good standing were considered from the following drivers: Arthur Schroeder, Omar Tort, O. Norman, Hughie Hughes, H. C. Alderson, Charles W. Johnson, Grant Donaldson and H. M. York, which favorable action was taken in each case. All the above applicants with the exception of Arthur Schroeder, who has already been tentatively reinstated by Chairman Kennardell and his action in each instance was ratified.

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The fee for such registration shall be \$2.
All racing cars shall be designated in the official program and in all advertising as "special."

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Rule 33. Crew—In hill climbs and exhibition trials against time, mechanical and in beach, speedway and dirt track races 100 miles or more, or in practice races, the crew of a car must consist of a driver and mechanic seated side by side.

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Rule 22A. Handicap races—All handicaps shall be computed by the referee

that a meeting of accredited delegates of the various promoting organizations be called to be held at the New York headquarters September 30 or October 1 next, at which time requests for 1916 dates will be considered and a schedule drafted.

Official Records Allowed.
For violation of rule 62, "Failure to appear for start," Grover C. Bergdoll, registered driver, was disqualified and suspended to May 31, 1916.

Upon satisfactory compliance with the provisions of rule 78 the following official records were allowed and accepted for Burman, driving a Peugeot at Bakersfield, Cal., January 3 last.

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